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time to give those in need of his services an opportunity of consulting him if they will make
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Hongkong, 14th December, 1909. [1519]

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Every Comfort.
Ladies' Afternoon Tea Rooms.
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Electric Passenger Elevator to each floor.
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Hongkong, 16th April, 1910. [a542]

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Hongkong, 4th December, 1907. [a56]

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from Canton, give easy communication with
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[a213] THE MANAGER

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FINE PALE COGNAC	\$20.80	\$1.80
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VERY FINE LIQUEUR COGNAC, 60 Years Old... ..	100.00	8.50

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The Daily Press.

HONGKONG, JUNE 13TH, 1910.

UNDER the title of "The Transformation of
China" M. Rouvier has written a very interest-
ing article in the *Revue des Deux Mondes*
upon the awakening of China, of which there
has been so much evidence of late. He
deals with the various matters in which
progress has been made, and appeals to the
actual facts as showing that a real and
important movement is going on. The
introduction of railways, the improvements
in the army, and in the administration of
the law, the efforts made for the repression
of opium smoking are all undeniable steps
in advance, the significance of which cannot,
he considers, be overlooked. He is fully
of opinion that China has, since the
Boxer insurrection, but more especially
since the Russo-Japanese war, resolutely
entered upon reforms, which, if successful,
would end in a metamorphosis of the
Empire into a modern Power. The change
which has taken place dates from the time
when the success of Japan showed the Chinese
plainly that the transformation of their
military system could not be accomplished
unless accompanied by a corresponding
change in the general ideas of the Chinese;
and hence the efforts which have been made
in this direction—while the whole system
of the military organisation was improved,
care was taken to change the old views
of the masses as regards other improvements
without which the attempt would have been
useless. Prominent among these changes

has been the manner in which the Chinese
generally have been brought to regard rail-
ways which are, of course, of the greatest
significance in any question of national
defence. In this direction, a very definite
advance has been made. The people who
were formerly so much opposed to the idea
of railways now look upon them with favour,
and make use of them in a way that could
hardly be expected by the most sanguine,
while the Government has of late been
turning its attention to the establishment,
for strategic as well as other reasons, of
trunk lines of intercommunication. This
will naturally have a great effect politically
as well as in a military point of view and as
facilitating and increasing commerce. It
will go far towards centralising the govern-
ment, and putting an end to the independ-
ence of the Provincial Authorities which has
so much weakened any action on the part
of the high officials at the Capital. This, in
itself, must undoubtedly tend to progress in
China, and to consolidating the country
as one in place of its having the character,
as has hitherto been much the case,
of what was really a Confederation rather
than an Empire.

Mr. Rouvier also regards the steps
taken with a view to suppressing opium
smoking as being genuine so far as
they go, and as being likely to put
an end to the abuse of the drug, which
is recognised as sapping the energies of the
people. Certainly some of the measures
which have been adopted have been severe
enough, and the decrees which have been
launched against the use of the drug seem
of late to have been made in earnest,
and ought to have the effect of at least
reducing the habit to a considerable extent.

In regard to judicial matters the writer
points out that the Chinese are endeavour-
ing to establish a regular judicial system,
and that by a decree of 1905 they purported
to abolish torture and to reduce some of
their more severe punishments. Unfortun-
ately, since that date, there have been cases
known where torture, or what certainly
amounted to it, has been resorted to—so
that a good deal still remains to be done in
this direction. Legal reforms are generally
slow of accomplishment; but, before we can
feel satisfied, something more definite than
a decree which has not been regarded by
many of the Provincial Authorities, may be
reasonably looked for.

With respect to the measure of repre-
sentative government which has been granted,
the author points out that the Chinese
have considered that the German constitu-
tion approached nearest to their ideal of
one for China, while that of Japan was also
worthy of consideration. The result has
been a commencement of representation in
the Provincial Councils recently called, and
it is hoped that this commencement will be
followed by the preparation of Provincial
Budgets, by the promulgation of a new
Criminal Code, and finally by the establish-
ment of properly-regulated Courts of Justice.

The most important point to which M.
Rouvier directs attention is that the people
generally in China are alive to the exigencies
of the day, and are willing to support the
authorities. This must prove a most valu-
able factor in the progress which it is
hoped has been inaugurated, and which, if
steadily and judiciously persevered in, will
at last bring about the regeneration of the
Chinese Empire, which all desire to see.

The French Mail of the 9th May was delivered
in London on 10th June.

It is notified in the *Gazette* that Mr. J. D.
Lloyd, cadet, passed his final examination in
Cantonese on May 13th.

The Japanese cruisers *Asa* and *Soya* left
Hongkong on Saturday after a pleasant stay
here. They were expected to proceed to
Nanking.

A list of copyright works, issued by the Board
of Customs, London, which has been publicly
exposed at the Court House, Hongkong, is
published in the current *Gazette*.

The name of Dr. I. E. Mitchell, B.A., M.D.,
C.M., of the University of Montreal, has been
added to the register of medical practitioners
entitled to practise medicine in this Colony.

The total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 28th May amounted to 19,001.29
tons and the sales during the period to 29,876.91
tons.

Nineteen cases of infraction of the opium
law have been filed in the court of first instance
of Manila since the first of the present month.
Of these six were filed on June 3 and 11 on
June 4.

To-day is the feast of the Portuguese na-
tional saint, Saint Anthony of Lisbon, and there
will be morning and evening services in
commemoration at the little chapel at West
Point. The special sermon will be given by
that eloquent preacher, the Very Reverend
Father Costa Nunes, the Vicar-General of
Macao, at 5.30 this evening.

Early on Saturday morning the Fire Brigade
were summoned to Yasumati to cope with a fire
in Shanghai Street. They were early on the
scene, but were unable to get the fire under
control before one house had been gutted.

Saturday was the Chinese dragon boat festival,
and the picturesque race which annually takes
place at Aberdeen proved attractive to large
numbers from all over the island. One of the
boats passed through the harbour early in the
day and attracted much attention.

An extract of meteorological observations
made at the Hongkong Observatory during the
month of May shows the average maximum
temperature for that period to have been 84.1,
and the average minimum temperature 75.1
degrees. There were 261.5 hours of sunshine,
and the rainfall was 1.955 inches.

The remains of Mr. H. Horley, an old resident
of the Colony who died on Friday, were interred
in the Colonial Cemetery at Happy Valley on
Saturday afternoon. Deceased was buried with
Masonic honours, and among the mourners who
attended to pay their last tribute of respect was
a number of Masons. Mr. Horley was formerly
District Grand Secretary of the Grand Lodge
of Scottish Freemasons for Hongkong and
South China.

The drydock *Dewey*, it is expected, will be
floated by the end of this week, so that she will
be entirely out of the mud and above the surface
of the water. This, says the *Cablenews*, is the
opinion of the naval authorities who have
investigated the cause of the sinking of the
Dewey and those who have been detailed to do
the work of raising her. The compressed air
pumps have been installed so effectively that it
will be impossible for any water to leak into the
tanks during the process of operation, and it
has been estimated that with all of the pumps
working day and night the tanks can be emptied
in a comparatively short space of time.

It is notified in the *Gazette* that the names of
the following Companies have been struck off
the Register: The Shanghai Carrying Com-
pany, Ltd.; The Hongkong Coal and Minerals
Company, Ltd.; The Tung Sang Yu New-
chwang Bean Oil Manufacturing Company, Ltd.;
The Man Ying Land Investment and
Agency Company, Ltd.; The Chungking
Trading Company, Ltd.; Tours of the World
(Eastern), Ltd.; The Hoi Sun Printing and
Publishing Company, Ltd.; The Sing On
Steamship Company, Ltd.; Cottam & Com-
pany, Ltd.; The Hongkong and South China
Trading Company, Ltd.; The Heng Fung
Flour Mill Company, Ltd.; The China Fish-
ing Company, Ltd.; The Kwong Shun Steam
Boat Company, Ltd.; The Oriental Union
Fire Insurance Company, Ltd.; The Hill
Remedy Company, Ltd.

A CHARGE OF ASSAULT.

DEFENDANTS CONVICTED: CAPTAIN APPEALS.

The hearing of the case in which Miss Della
Huard summoned S. M. E. Allans and D. R.
Captain on a charge of assault was continued
before Mr. E. R. Hallifax at the Magistracy
on Saturday.

Mr. W. E. L. Shenton (of Messrs. Deacon,
Looker & Deacon) prosecuted, and Mr. M.
Reader Harris (of Messrs. Wilkinson & Grist)
appeared for the defendant Captain, while Mr.
F. Paget Hett (of Messrs. Bratton & Hett)
represented Allans.

The case for the prosecution having closed,
the solicitors for the defendants intimated that
they did not intend to call any evidence.

Mr. Shenton, in his address to the Court,
directed his Worship's attention to the man-
ner in which the assault had been committed. It
appeared from the evidence that Captain enter-
ed by the front door, and then went to the back
door and admitted Allans. The speaker re-
ferred to the malicious and venomous way in
which the cross-examination had been conducted,
questions wholly irrelevant to the case being put
to the witness Robertson. In conclusion Mr.
Shenton reminded his Worship that there was
an Ordinance by which a period of stocks could
be given to such offenders.

Mr. Harris contended that the only evi-
dence called during the proceedings which
could possibly be evidence against Captain was
that brought in after the case for the prosecution
had practically finished, and that was the
evidence of Robertson. The rest of the evidence
was absolutely worthless, and the case had been
bolstered up simply for the purpose of blackmail.

Mr. Hett said it had been established beyond
reasonable doubt that the case was a case of
blackmail.

His Worship said he would sentence each of
the defendants to fourteen days' imprisonment
with hard labour without the option of a fine.

Mr. Harris, on behalf of his client, Captain,
applied for leave to appeal on the facts.

Mr. Shenton informed the Court that he had
private information that this was a ruse to
enable the defendants to get out of the Colony.

His Worship—I must know your reasons for
appeal.

Mr. Harris—My reasons are that there is no
evidence that Captain struck the blow.

His Worship granted the application and fixed
bail in the sum of \$500 and one surety of \$200.

Mr. Hett asked his Worship to fix the same
bail for Allans. If he intended to appeal he
would send in a written application.

His Worship agreed.

How to be Beautiful—Keep your Com-
plexion, Mrs. Ellen's Creme Charmante, Last
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents

TELEGRAMS.

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REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."

MR. ROOSEVELT LEAVES
ENGLAND.

A ROUSING SEND-OFF.

LONDON, June 10th.

Mr. Roosevelt and family left
Southampton on their homeward
voyage. They were given a rousing
send-off.

FINLAND'S SUBJECTION.

LONDON, June 10th.

After exciting debates, the Duma
has passed the third reading, by 164
votes to 28, of a Bill largely subjecting
Finland to Imperial legislation.

THE CONSTITUTIONAL
CRISIS.

LONDON, June 10th.

There are indications of a political
truce everywhere.

It is believed that an informal
meeting between Mr. Asquith and
Mr. Balfour will precede the issuing
of the formal invitations to the Con-
ference.

The bulk of Liberals are still pes-
simistic as to the outcome of the
negotiations, while the Nationalists
and the Labourites are distrustful of
the whole proceedings.

INDIA'S NEW VICEROY.

LONDON, June 10th.

Sir Charles Hardinge has been
appointed to succeed Earl Minto as
Viceroy of India.

[The Right Hon. Sir Charles Hardinge, P.C.,
G.C.M.G., K.C.M.G., G.C.V.O., K.C.V.O.,
C.B., C.V.D., I.S.O., has for some years been
permanent Under Secretary of State for Foreign
Affairs. He is the third brother of Viscount
Hardinge. Born in 1858, he was educated at
Harrow and Trinity College, Cambridge. In
1880 he entered the Diplomatic Service, and after
promotions became Secretary of Legation at
Tehran in 1895. From 1895 to 1903 he was
Secretary of Embassy at St. Petersburg, and
for a year he undertook the office of Assistant
Under Secretary for Foreign Affairs. Afterward
he returned to St. Petersburg as British Ambassador,
a position which he held until 1906. In 1890 he married the Hon.
Winifred Sturt, daughter of Baron Alington.
Sir Charles holds numerous decorations from
foreign Powers, including Grand Officer, Legion
of Honour; Grand Cross of the Order of Italy;
Grand Cross of Our Lady of Portugal; Grand
Cross of Greek Order of St. Saviour; Grand
Cross of Spanish Order Charles III; Grand
Cross of Austrian Order of Leopold; Grand
Cross of Danish Order Danebrog; Grand Cross
of Swedish Order Vasa; Grand Cross of Nor-
wegian Order St. Olaf; and Grand Cross of
Russian Order Alexander Nevski.—E.N.]

LONDON, June 11th.

It is understood that Sir Charles
Hardinge will receive a peerage.

CRETE WARNED.

LONDON, June 11th.

The Consuls representing the
Treaty Powers have presented the
Crete Government with their last
joint Note stating that if Moslem
deputies are not permitted to par-
ticipate in the deliberations of the
Assembly the Powers will take active
steps to deal with the situation.

THE DEAD KING'S WISH.

LONDON, June 11th.

The "Daily Chronicle" under-
stands that the appointments of the
Duke of Connaught to be Governor-
General of Canada and of Sir Charles
Hardinge to be Viceroy of India are
in accordance with the wishes of King
Edward.

CANTON OPIUM MONOPOLY.

CRITICAL SITUATION.

LONDON, June 11th.

The Imperial and Indian Govern-
ments are in communication respect-
ing the Canton Opium Monopoly,
which is regarded as a violation of the
Convention.

The Bombay opium merchants
declare the situation to be most
critical. The effect on Indian trade,
they say, is tremendous, and
merchants are losing heavily. They
urge the Government to suspend the
sales pending the enforcement of
Treaty rights.

INTERNATIONAL MOTOR
TRIALS.

LONDON, June 11th.

It is reported from Berlin that
Prince Henry of Prussia has given a
trophy for the great international motor
reliability trials in 1911, to be contest-
ed in Germany and Great Britain, each
country to be represented by fifty
amateurs.

The announcement has created the
greatest interest among British motor-
ists.

SATURDAY NIGHT CONCERT.

The Saturday night band performances in the
Botanic Gardens which have been anticipated
with so much pleasure commenced on Saturday,
when the Band of the Buffs under Bandmaster
Hewitt gave a most enjoyable military concert,
and the experience was so delightful that the
success of the enterprise should be assured. The
natural beauty of the scene, with its impressive
environment of Peak and harbour, the cool evening
air, the entrancing effect of the new moon,
as well as the concourse of sweet sounds, made a
combination which appealed to the aesthetic sense
of all. Moreover, the selections were well chosen
the classic as well as the popular being repre-
sented, and the programme received the thorough
appreciation of the many hundreds who were
present. The promulgation of the gardens was
an added pleasure, and it is safe to say that the
innovation is heartily welcomed.

The programme was as under:—
Part I.—Grand March, L'Africaine, Meyer-
beer; Overture, William Tell, Rossini; Selection,
Our Miss Gibbs, Monckton; Piccolo
Solo, Jenny Jones, F. Godfrey; Bell Gavotte,
Weymouth Chimes, Howill.

Part II.—Overture, Tannhauser, Wagner;
Song, The Better Land, Cowan; Romances
of Scotland, Aird Godfrey; Galop, Narren,
Faust. "God Save the King."

BRITISH RUBBER.

Rubber is now being grown extensively in
many parts of the British Empire, and from
time to time official indications are given of
the progress made.

There is a great similarity between the valley
of the Amazon, where Para rubber is indigenous,
on the one side, and Ceylon, the Malay Peninsula,
and the Seychelles, on the other, both as regards
climate and the trees cultivated at
Horticultural gardens in Ceylon, at the Botanic
Gardens of the Straits Settlements, and on some
private estates in South Ceylon and Selangor,
grow as rapidly as in their native country.

Trees in Ceylon five years old have reached
50 ft. high and 25 in. in girth, and compare
favourably, after seventeen years, with the
biggest trees in the Amazon valley. In the
Straits Settlements it is recorded that trees
have reached 36 ft. high and 23 in. in girth
at 4 ft. from the ground after three years
growth. Moreover, the production of the milk
(latex) obtained on a few estates in Ceylon and
the Straits Settlements shows that at least on
these estates, the Para rubber trees maintain
completely their property of producing market-
able rubber, even when they are cultivated out
of their native place.

The latest reports from the Seychelles show,
in respect of several samples recently submitted
to the Director of the Imperial Institute, that
in composition the rubber is quite satisfactory,
and the results of the analyses agree closely with
the figures obtained for three previous specimens
which were the subject of a report dated Novem-
ber 5, 1908. The rubber is, however,
deficient in physical properties, probably owing
to the fact that it was prepared from young
trees. This defect, the report states, will no
doubt tend to disappear as the trees become older.

The results of the examination of the speci-
mens in question are distinctly promising, and
indicate the probability that Para rubber of
good quality can be produced in Seychelles.
The elevation of the valleys where it is proposed
to grow Heveas (Para) rubber extensively is
from 1,000 to 2,000 feet, with an annual rainfall
of 150 inches. It is grown already at an elevation
of 1,000 feet near Cascade, and young trees at
this place have furnished rubber of very good
composition.

EAST AFRICAN FORESTS.
So far as British East Africa is concerned it
is stated that outside a triangle south of Morn-
ing up the north of it, rubber may be cultivated
profitably. Vine rubber occurs throughout the
forests of British East Africa from the coast to
elevations of 5,000 or even 7,000 feet in the
wetter highland forests. There are scrub areas
on the coast where rubber exists up to an occa-
sional average of 400 vines an acre, and 100
vines an acre is usually the average in the Kir-
witu area north of Mombasa.

It is estimated that if the vines were worked
systematically it would be possible to obtain a
sustained yield at the rate of 20 lb. of rubber an
acre each year in the country between Takungu
and the Chogoi hills, north of Mombasa, and
this estimate is based on a yield of 1 lb. a vine,
100 vines an acre, and a rotation of five years,
namely, one year complete tapping and four
years' rest.

The rubber-yielding capabilities of the newly-
discovered Ngos tree (*Mascarenhasia elastica*)
are not yet fully known, as it has been but little
tapped for rubber, but for planting purposes it
may be the most suitable tree for the Mombasa
coast districts, and there is no doubt that it is
the most suitable indigenous rubber tree for
planting. It bears seed abundantly and is easily
propagated.

In the lower Highlands of British East Africa
occurs a species of *Landolphia*, and in the lower
Kenia forest, between 5,500 ft. and 6,500 ft., it is
occasionally met with. In the Nandi country it
is more abundant, and it was thought by
explorers that the collection of rubber there
might prove a profitable industry.

In German East Africa the natives pay a tax
of Re 15 a year for the right of collecting rubber,
while in British East Africa there is an export
duty of 10 per cent. on the value of the rubber
collected.

CORRESPONDENCE.

PRAYING FOR RAIN.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, 10th June, 1910.

SIR,—I would like to say another word on
this subject through the medium of your col-
umns if you will again favour me.

All around me I have a cloud of witnesses
bearing testimony of the efficacy of prayer, but
it is not this alone which convinces me, it is my
own personal experience. "Logic" does not
know anything of such an experience, therefore
it is absurd to expect him to believe something
he knows nothing about. I doubt if "Logic"
believes in God. I am sure he does not believe
in God as I do, consequently his ideas and
opinions are vastly different to mine. Possibly
the Bible is just mere literature to him. He says
that further argument is useless. I quite agree
with him, but who introduced the subject? Perhaps
it may interest "Logic" to know that I
once thought as he thinks, I once scoffed and
sneered at religion, and I would then have de-
clared that praying for rain was waste of time.

"Logic" and I will never agree until we are
both of the mind, and I see in the future a pos-
sibility of this when I think of my own ex-
perience, for I cannot limit the power of my
Creator, my God.—Yours faithfully,
SENSE.

SIR,—To laugh at your opponent has never
been considered honest argument. Much has
been written for and against the efficacy of prayer;
but from time immemorial men have resorted
to prayer as a sure means of freeing themselves
from some curse, with doubtful results. The
will of Heaven, as also its ways, are immutable.
Prayer is effective in calming the souls of the
fearful, but that it is efficacious in bringing
down extraordinary blessings from Heaven is
denied. We may "pray" to thank God for
what He has given us, but to ask for more or to
ask him that He should change his way, is to
attempt to teach the all-wise wisdom.—Yours,
etc.,

AGNOSTIC.

SIR,—May I again trespass on your space in
reply to your correspondent who writes under
the very suggestive *noms de plume*, "Verb.
Sap."? A word to the wise is sufficient, and
he would have been well advised had he subsided
after the somewhat painful exhibition made in
his first contribution to this correspondence.
But he has again blundered in where angels
fear to tread. It is a pity your correspondent
should attempt to discuss a subject upon which
he has shown himself so grossly incompetent,
and, so far from "Logic" being "dead," it was
simply disgust at such a ridiculous display of
ignorance which kept him silent. There is a
passage in the quaint old philosopher Locke
which I cannot refrain from quoting, since it so
aptly describes the attitude of "Verb. Sap." and
believers (save the mark!) of that ilk! Writes
Locke:—

"For if any one should a little catechise
the greatest part of the partisans of most of
the sects in the world, he would not find,
concerning those matters they are so zealous for,
that they have any opinions of their own, much
less would he have reason to think that they
took them upon the examination of arguments
and appearance of probability. Thus men
become combatants for opinions and beliefs
they have never examined, no, nor ever had
so much as floating in their heads."

I cannot close without thanking your corre-
spondent "L'homme propose et Dieu dispose"
for his letter, which, by its thoughtful and
dignified treatment of the subject under discus-
sion, has placed it on a level which is infinitely
more likely to serve its cause in the eyes
of those who are better informed and have a keener
sense of the fitness of things than your corre-
spondent "Verb. Sap."—Yours, etc.,
LOGIC.

[This correspondence is now closed.—E.N.,
H.D.P.]

ABANDONING A LAUNCH.

An extraordinary occurrence came to the
notice of the authorities of the Hongkong and
Whampoa Dock Company on Saturday morning
when it was reported to them that their No. 3
launch had been found at daybreak close to the
police wharf at Kowloon under water. What
happened is only a matter of conjecture at
present, as the coxswain, engineer, stoker and
crew of two have disappeared. It is presumed,
however, that the men must have taken the
launch on Friday evening—as a rule the launches
are not employed after dark—probably to engage
in some illegal enterprise, and having accom-
plished this ran the launch ashore and abandoned
her. None of the personal effects of the crew
were found on the launch, a fact which strength-
ens this suspicion. When it was found, the
craft was practically under water, and the cat
which was on board had sought safety on the
awning. As the tide rose the vessel was sub-
merged with the exception of her funnel, but
later in the day she was raised and taken to the
Dock.

[This correspondence is now closed.—E.N.,
H.D.P.]

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RANDOM REFLECTIONS.

It is a very striking contrast that while letters from Rome report cold and disagreeable weather that experienced here has been so comparatively cool and pleasant. The thermometer has been standing higher than it has been this summer so far, and as for the rain we could still wish to see more of it.

The water question is not so acute as it was at the end of last month, but we are not by any means out of the wood yet. A few more downpours such as we know in the tropics are needed to bring the water up to levels which do not cause any anxiety.

It is not often that a distinguished visitor making an official landing on our shores gets ahead of the guard of honour which is to receive him. That was what happened on Tuesday when the Japanese Rear-Admiral landed. There were no chairs to convey him to Government House, but the Consul came to the rescue, and an awkward situation was prevented.

I heard some comment as to why a charge should be made for admission to the band concert at the Gardens on Saturday night, but probably by this time a better understanding prevails. For one thing a charge serves to keep out the undesirable element which would otherwise crowd the place and interfere with the pleasure of the European community for whom the concert is primarily intended. Besides, a fund is needed to cover the cost of the lighting and the hire of the chairs.

It was noteworthy that at the band concert on Saturday night the bar was not so crowded at the interval as is usual. For the excellent service of boys making a round of all those present was much appreciated, and as it was well done and without interfering with the pleasure or comfort of the listeners it is hoped that the feature will be maintained. There are those who, of course, find the call to the bar the most popular item of the evening, and who prefer to get nearer to the source of supply than the seats in the vicinity of the bandstand.

Those interested in rubber—and their name is legion—will be pleased to learn that this material is now being utilized for flooring. A correspondent writes me from London that several banks and insurance offices in the city have their floors laid with rubber, and several of the Mincing Lane brokers have their offices covered with the product which to some lucky speculators has been worth its weight in gold. As a matter of fact it is at present just half the price of silver, and when it comes down it is sure to be extensively used for paving. There is the tip which I have received, and I make a present of it to my readers. Says the writer in conclusion: "With rubber tyres on a rubber road we will be able to run swiftly and smoothly to—Ah! where will some of the lucky speculators run to?"

I see that *The Times* has been moved by the fact that it published a judgment which ran into several columns to consider the modern tendency towards lengthy judgments. It recalls that it is rare to encounter now the brevity which characterized the judicial decisions of men who are justly regarded as the classical expositors of English jurisprudence. Lord Mansfield's judgments, it points out, including some which were epoch-making, rarely extended to more than a few pages. No judge, it adds, devoted more care to the full and perfect expression of his opinions than Lord Stowell. But even when, as often happened, they settled matters of great political importance and were fraught with issues of peace and war—when he spoke not only to the litigants and his countrymen but to listening Europe—his considered judgments rarely exceeded the limits of a few pages. But if *he Times* is moved to this discussion because of the length of English judgments, what would it say if it were cognisant of the judgments delivered in Hongkong, which frequently extend to pages. I remember one which appeared as a serial, each day's portion being concluded with "to be continued." Are the law's delays, so often deplored, not in some measure due to judgments of inordinate length?

The scale of charges which the police have caused to be displayed prominently on all rishias, while welcomed by resident and birds of passage alike, does not accord with the views of the coolies, who regard the change as another departure from "blonstom" and a disastrous check on the much-favored "squeezing pigdian." Many rishia pullers deleted the five-cent tariff from their bill of fare, while others sought to improve the drafting by inserting a one before the five, thus making the charge for a quarter of an hour's ride fifteen cents. I understand, however, that the police have decided to take action in the matter. A few prosecutions and fines will probably prevent further tampering with the new scale. The coolies must grin and bear the change, and trust to the generosity of his fare.

The death of the once popular music-hall artist Lottie Collins has revived recollections of the famous "Ta-ra-ra-boom-de-ay" song. A paragraphist having mentioned that this air was once sung as the English National Anthem in Greece, a naval lieutenant mentions a more serious occasion when this very popular air took the place of our National Anthem. It must have been in 1903, he writes. The *Imperial* flagship in China was lying at Yokohama. The British Minister was homeward-bound on leave in one of the "Empress" steamers. All the officers were on the quarter-deck of the flagship, and the band was in readiness to play the National Anthem to give a send-off to his Excellency. Judge, if you can, the dismay of the Admiral and his staff, and also something which was not dismay, expressed on the features of the juniors (who were subsequently suspected), when "Ta-ra-ra-boom-de-ay" sounded out instead of "God Save the Queen." It appears the Maltese bandmaster had mistaken his instructions; at all events, any old *Imp.* will recognize the incident. ROBERTSON BARTON.

LOCAL SPORT.

POLICE PRIZE PRESENTATION.

An enjoyable afternoon was spent at the Police Recreation Club on Saturday when, in addition to an interesting lawn bowls match between the married and single men, Mrs. Bodeley presented the prize won by members of the Club during the year. A large number of members assembled, including the Superintendent of the Force. The bowls match was between sixteen married and sixteen single men, and after a keen struggle the marrieds succeeded in gaining the honors by one point. In the course of the afternoon light refreshments were served, the police being assiduous in the care of their guests.

HONGKONG TENNIS LEAGUE.

CHAIKINGOWER v. Y.M.C.A.

This match was played on Saturday at Happy Valley and resulted in a win for the visitors by 64 points to 35. Scores:—

Edwards and Hickling beat Lammet and Currie, 9-2, Bass and Rose 6-5, Holmes and Peterson 8-3.

Le Breton and Clements beat Lammet and Currie 6-5, Bass and Rose 6-5, and Holmes and Peterson 8-3.

Shorey and Vivesch beat Lammet and Currie 9-2, lost to Bass and Rose 4-7, and beat Holmes and Peterson 8-3.

On Wednesday next it is proposed to play the postponed match between Queen's College and Y.M.C.A. on the latter grounds, and at the conclusion of play to distribute the prizes won in the late tennis handicap.

WATSON'S v. QUEEN'S COLLEGE.

This match was played on Saturday at Kowloon C.C. by the courtesy of the Club's Committee. Watson's beat Queen's College by 53 to 49. Scores:—

Humphreys and F. Rapp beat Brawn and Bird, 6-5, beat Garrett and Barlow 9-2, beat Birkbeck and Sutherland 7-4.

Taylor and Phillips lost to Brawn and Bird 4-7, beat Garrett and Barlow 7-4, beat Birkbeck and Sutherland 5-8.

Capell and H. Rapp lost to Brawn and Bird 5-6, beat Garrett and Barlow 8-3, lost to Birkbeck and Sutherland 4-7.

LAWN BOWLS.

KOWLOON v. TAIKOO.

This league match was played at Kowloon on Saturday afternoon and resulted in a win for the visitors by the narrow margin of two points. Kowloon, which in point of experience ought to be at the top of the league, is at the bottom, having met with two reverses. Greater care in the selection of teams should be exercised, and if matches are not to be lost experienced players should be chosen to represent the club on those occasions. Scores:—

KOWLOON.	TAIKOO.
B. Hunter	Dinner
D. Harvey	Taylor
G. K. Harton	Smith
A. Milroy (skip)	T. Scott (skip)
E. Mauchan	Ferguson
E. Lapley	Harron
C. Alexander	Currie
T. Potrie (skip)	Dickie (skip)
T. Taylor	Perris
A. Ramsey	Farrall
J. Henderson	Hardwick
J. McDonald (skip)	R. Aitken (skip)
	60
	62

SHOOTING.

T. KONG v. ROYAL DOCKYARD.

The Taikoo and Royal Dockyard Rifle Clubs met in a friendly shoot at Stonecutters on Saturday last. The teams were ten aside, the best eight to count, and the ranges 200, 500 and 600 yards; eight shots at each distance, last seven to count. With the exception of the heat, the weather conditions were favourable to good shooting. Nevertheless, several of the competitors on both sides failed to come up to expectations, the notable exception being Mr. F. Brown of the Dockyard team, who surpassed himself with a fine score of 99 out of the 105 possible. At 200 yards seven of the Dockyard team scored 30 and over, and gained a lead of 19 points for the best eight. Taikoo, however, shot better at 500 yards and reduced their arrears to 11. Mr. Bassford putting on a possible (35) and Mr. Crobie 34. A close finish in favour of Taikoo now seemed probable, but Brown, Watts, and Stewart of the Dockyard improved on their shooting at 500 and materially helped their side to a further lead of 14 points at 600 yards, a win by 23 points. The Taikoo average is much below the average achievement for the *Daily Mail* Empire Day contest, but of course they were at some disadvantage on a strange range. The clubs will meet again after the hot weather, when naturally Taikoo hope to turn the tables on their own ground.

Scores are as under:—

ROYAL DOCKYARD.	TAIKOO.
F. A. Brown	200 500 600 Total.
E. Heald	32 33 34 99
E. Stewart	32 33 33 98
W. A. Watts	33 28 32 93
E. Irving	30 29 33 92
W. F. Taylor	30 33 28 91
A. E. Chapman	31 27 26 84
A. B. Allan	31 27 25 83
	27 26 27 80
Total	246 236 235 717
	TAIKOO.
G. H. Bannerman	200 500 600 Total.
J. Deland	31 33 29 93
A. Henderson	31 33 30 94
W. Bassford	25 35 27 88
J. Crobie	23 34 25 82
G. W. Whiting	26 27 32 85
C. Eldridge	25 31 27 83
H. Grimshaw	30 30 21 81
Total	224 249 221 694

The courtesy of the Naval and Military authorities in letting range and housing facilities at Stonecutters on this and several former occasions is much appreciated by the Dockyard Rifle Club, especially as it enabled the Club to provide enjoyable outings for the wives and children of its members. Whilst the members themselves were engaged in a strenuous endeavour to find the "bull," the wives and children took advantage of the excellent bathing facilities provided, to say nothing of the nice little "spread" in the shady revolver glade.

THE WORLD MISSIONARY CONFERENCE.

Appended is the eighth article in *The Times* on this subject:

It is inevitable that high hopes should be fixed on the deliberations of the Commission of the World Missionary Conference, with which we have to deal in conclusion. "Co-operation and the Promotion of Unity"—these, says the interested observer, you seem at once to suggest the theme and to describe the right ambition of all your modern missions. You open your inquiry with an examination of the present hopelessness of the Christian campaign and arrive at a certainty that you could find immediate scope for a great army of workers. You proceed later to consider what you call your "Home Base," how can it be made more effective as such, more ready to answer every demand made upon it from the headquarters of the expeditionary force. Yet out in the field you are not one force but many; your "Home Base" is not one but just as many; and the reason of it all is to be found in your "unhappy divisions." Now that you will be enabled at this remarkable gathering of Church-people and Nonconformists to come together and "look one another in the face," you are surely not going to let slip an opportunity of proving your obedience to the heavenly vision of Christian unity.

A NOTABLE COMPANY.

The eighth Commission, then, was an answer made to this natural demand before men knew enough of the Conference to formulate it, and when it was formulated it was a very striking answer. A company which includes the Bishop of South-west and the honorary secretary of the Church Missionary Society, the Superior of the Community of the Resurrection, and a Meravian Bishop, the Dean of Westminster and a representative of the Baptist Missionary Society, Bishop Doane, of Albany, and a Bishop of the Methodist Episcopal Mission in China, can certainly not be said to avoid the initial difficulties of co-operation at home or abroad. Practically the Roman Church is the sole absence of any importance. But even with the present constitution of the Commission it is necessary to face the sanguine observer with a caution. These men have agreed to meet, and the delegates to the Conference will equally meet at Edinburgh, as men whose conscientious convictions lead them to take divergent views of Church order and discipline and of what is involved in the requisite content of Christian unity. But they are all anxious to examine together these aspirations and those embodiments of aspirations towards unity which are so evident of missions know, are characteristic of most men who being separated ecclesiastically, watch together hard facts of missionary need and gain courage from the brighter facts of missionary accomplishment.

For instance, it is noteworthy that in China, which on account of size and complexity has probably attracted the largest number of missions from the greatest variety of ecclesiastical organizations, the facts of Christian disunity are most definitely regarded as things that ought to be done away with. In 1907 the tenary Conference at Shanghai, in which Anglicans and Nonconformists took part, passed a unanimous resolution that "in planting the Church of Christ on Chinese soil we desire only to plant one Church under the sole control of the Lord Jesus Christ, governed by the Word of the living God, and led by His guiding spirit." Bishop Graves of Shanghai, told the Pan-Asian Congress of 1908 that "there is a great movement among the Chinese converts for union, a desire for the essential of Christianity as distinct from the differences started and developed in other countries." More remarkable still is the anticipation of Bishop Root of the Chinese Christians' desire for one national Christian Church will find its own outlet somehow. "If the missionaries cannot supply this demand for leadership in the practical development of Christian unity among the Chinese Christians, that leadership will undoubtedly arise outside the ranks of the missionaries, and perhaps even outside the ranks of duly authorized ministers of the Christian Church in China." On the other hand, to turn to an almost equally great field, India, it is sometimes said that the Indian convert is more "denominational" than the European missionary; but even here there are those who believe that the national movement will lead to a desire for a national Christian Church.

TWO PATHS TOWARDS THE GOAL. A number of subsidiary influences are tending in the desired direction. There is the work of the Bible societies, particularly the British and Foreign, which, as a common platform, so constant in London that it is as constant in the field, is a powerful agent in the work of uniting agents as its system of joint board of translation abroad or its prevention of the spread of denominational and antagonistic versions. Union hymn books—here the foreign field is showing the way to the home Churches—are not uncommon. In West China one hymn-book meets the needs of nine out of every ten Christians, and in Central India one book is used alike by Anglicans and by the disciples of the Society of Friends. In education, again, the society of the Government in China, in India, in South Africa in convincing the missionaries that they must have strong united schools and colleges if Christian institutions are to survive—Lord William Cecil's work in behalf of a Christian University for China is a case in point—and the exigencies of the situation are making them think less of the ecclesiastical difficulty of accepting it.

But, passing by a co-operation in medical missions and other non-contentious philanthropy, and also that form of "comity" which endeavors to promote delimitation of spheres, we come to two main plans of working towards Christian unity which are at present conceivable. The first is the union of these missionary communities which emanate from Churches that have a common creedal and disciplinary basis. For example, the various Presbyterian Missions in Japan began to draw together in 1877. They were then ready to accept as their standards of doctrine the Westminster Confession, the Canons of the Synod of Dort, and the *Schurter* and Heidelberg Catechisms. They have found by experience that the Apostolic Creed, with brief introductory statement, answers all their needs. In China the Anglican Missions, English and American, have joined in a general synod, and now have their canons and constitutions. This plan serves to join up in sympathy the scattered forces of like-minded agencies, but their geographical separation remains, and the total effect on Christian disunity is not great.

The second plan, which would involve the numerous examples to be found in the world, is difficult. It may be called federation. It takes some more limited area and suggests a coming together of all the Christian agencies in that area. In face of the opposing forces of health-omnism, would there not, it says, be more satisfaction in knowing that you have fellow-Christian workers near at hand than in feeling that you are in union with brethren of your own denomination hundreds of miles away in some distant province of the same Empire? Here again the Shanghai Conference of 1907 has led the way by appointing a committee to promote the formation of a Federal

Union under the title of "the Christian Federation of China." It is at this point that the enthusiasm for unity, who hopes for great things from the meeting of the World Missionary Conference, must hold himself in. He must be prepared for the possibility that he might naturally be expected from a Commission constituted as the eighth is. There will be those who hesitate to federate upon what they call the "greatest common factor" basis. When it is proposed to form a loose and free federation, in which each constituent Church holds its own doctrine and practices its own polity and agrees to a transference of members to and from the Churches of the federation, then there are cautious voices in the West expressing firm objections. Such an arrangement, they say, would mean that we regard as things indifferent certain institutions which we believe to be as much a part of our Christian heritage as the truths which they express.

To sum up. The mission field, it has been already implied, is doing much to point the way to closer co-operation. In the city and suburbs of Delhi the Cambridge Mission (S.P.G.) and the Baptist have a clear agreement about not receiving each other's converts or workers without previous correspondence. But it is not so at home, and it is vain to hope that the Churches abroad can come much nearer to a "joyful and pleasant" communion if the home divisions remain impenitently sharp. But this is just where the opportunity of the World Missionary Conference shows itself to be worth grasping, and even the prudent will grasp it. If it has done nothing else, this series of notes upon the religious conditions in the world, shown the practical character of the material that will be placed before the delegates. Anything less cryptic or less extravagant can scarcely be conceived. The Christian opportunity for the conversion of the world is calmly described. The Christian hope of "one communion and fellowship" in the Church is calmly held out as a distant but not a desperate ambition.

THE ROYAL TOMB-HOUSE AT WINDSOR.

The associations of the Royal tomb-house at Windsor, where King Edward VII. was buried, go back to Saxon England and King Edward the Confessor.

It is situated under the site of the ancient chapel of St. Edward, the first sanctuary built on Windsor Royal hill where the Castle was represented by little more than the Round Tower or Norman Keep. The chapel was built by Henry I. and in honor of his Saxon Queen, Matilda, he dedicated it to her uncle Edward the Confessor. Henry founded a college there for eight priests or canons, to be maintained out of the Royal Exchequer. He also erected a splendid dwelling-house on the Castle hill for Matilda, the "Good Queen Maid," and for the first time the fortress-castle of William the Conqueror became a Royal home. A Mand more against the Norman ascendancy; the surrounded herself by Saxon ladies, and endeavored to keep alive the ancient customs and dress of the old dynasty. The Norman nobles loved not the name and despised the chapel. Nevertheless, St. Edward remained the patron of Royal Windsor, and when, at a later period, Henry III. erected stately dwellings at the Castle and built a fine new chapel he retained the old name of St. Edward. At this shrine his son, Edward I., paid his vows, and before his last illness, the aged Queen, Edward II., spent some hours in prayer on the eve of the birth of her son, afterwards Edward III., and in the chapel he was baptised.

But another saint was later on proclaimed on the Royal hill. The new church Edward III. built was dedicated to St. George, the stories of whose valor inspired the martial spirit of the age of chivalry. In spite of the fact that he himself bore the Saxon name of Edward, the King had little regard for the old shrine of the Confessor, which stood neglected beside the new church of St. George. He and his nobles presided by St. George and swore by St. George, and to the new saint he dedicated the Order of chivalry which afterwards became the Most Noble Order of the Garter.

Edward IV. razed to the ground the St. George's Chapel built by Edward III., as the foundations were decaying, and erected in its place the beautiful building which is the St. George's Chapel of to-day. He also designed it for a Royal burying-place, and he himself interred there in a tomb on the north side of the altar, with his Queen, Elizabeth Woodville. The chapel remained the burying-place for those monarchs who were interred in Westminster Abbey. To it the body of the murdered Henry VI. was brought after being disinterred from its original grave at Chertsey. At St. George's, Henry VIII. was buried with great pomp and circumstance, his effigy in Royal robes being borne above the coffin. The hearse had 15 pillars, and about it were 15 banners of descent. He was laid to rest in the vault with Jane Seymour, the best-loved and the most fortunate of his wives.

In striking contrast to the funeral of the great Tudor monarch was the quiet burial of the mutilated body of Charles I., which was carried from the scaffold at Whitehall to Windsor, conveyed through falling snow by his faithful followers to St. George's Chapel, and laid in the vault with Henry VIII. and Jane Seymour.

Meantime, the dissolved old Chapel of St. Edward, overshadowed by the great St. George's, had been thought of as suitable for a Royal tomb-house. Henry VII. planned to convert it into a magnificent place of sepulture, but did not carry out the idea. Henry VIII. presented it to Cardinal Wolsey, who erected there a splendid tomb-house where his own body should lie. The massive marble sarcophagus which he had prepared for himself long lay unutilized, until eventually it was used for the interment of Nelson in the Crypt of St. Paul's Cathedral.

Wolsey's tomb-house in course of time became the Royal tomb-house. The crypt was dug out of the chalk bed on which the Castle stands, and stone shelves ranged around it for the coffins. George III. and Queen Charlotte were buried there, as also were George IV., his daughter, the lamented Princess Charlotte, and William IV. and Queen Adelaide. The mode of sepulture is to lower the coffin beneath the choir of St. George's Chapel in sight of the congregation, after which it is wheeled along a private passage to the Royal tomb-house, beneath what is now the Albert Memorial Chapel. It remained for Queen Victoria to make of the old shrine of St. Edward the most exquisite and artistic memorial chapel in the world for a building of the size. The Prince Consort, however, rests in the magnificent mausoleum built by Queen Victoria at Frogmore, and there the great Queen herself rests with her beloved husband.

Prince Leopold, Duke of Albany, was buried in the Royal tomb-house, and there also lies Prince Albert Victor, the young Duke of Clarence. Above the tomb-house, in the Albert Memorial Chapel, stands the sarcophagus by Boehm to the memory of Prince Leopold, and another, executed by Gilbert, with arabescent figures, has been erected to the memory of Prince Albert Victor.—*The Times*.

WHY FRENCH TRADESPEOPLE DO NOT SUCCEED IN CHINA.

AN INTERVIEW WITH THE CHINESE MINISTER IN PARIS.

"The future of the world lies in China." Every day testifies to the truth of this famous sentence of the German Emperor. Success or failure in China is the touchstone on which the vitality of the European nations is tried—who all endeavor to conquer the commercial market of the Celestial Empire.

Many contradictory things have been written about the commercial situation of France in China, too optimistic when coming from official quarters, too pessimistic perhaps when they originated from simple citizens. It seemed to us that the best way of knowing the truth was to obtain the opinion of a man, whose quality, previous experience in Chinese matters, and the impartiality he got from an exceptional position, qualified more than anybody to place things under their right angle. And we therefore went to see the official representative of China in Paris.

One is always assured of a courteous reception in the sumptuous study of the Rue de Baylone. At our very first words the eyes of our interlocutor brightened up and all his subtle face beamed with smiles.

"I will answer your questions with the greatest pleasure," he declared, "for we are following with the keenest interest the efforts of the *Revue du Commerce et de l'Industrie*. One can but feel regret for the interests of your country. Far-East that France does not count more similar reviews. Let me add that I personally agree almost completely with some of the main ideas your paper has recently expressed.

"The fact cannot be denied. The commercial situation of France is bad. It is even very bad, and is only getting worse and worse every day. The rank France occupies in the statistic tables, after England, Germany, Japan, and the United States, as bad as it may be, does not even answer to the reality of things. In a word, France, commercially speaking, does not exist for the nine-tenths of my countrymen. The reasons of this inferiority, which will only grow worse, if you do not promptly remedy its causes, are of two sorts: nature of the products brought on the market by France, and bad commercial methods.

"French articles are greatly appreciated in China, because they are elegant, of perfect finish and excellent quality, but they are much too dear and thus only accessible to a very small elite. The mass of customers cannot even think of buying them. And yet it is this mass that one must aim to reach, and it is here that your rivals are aiming. In China more than anywhere else, because the people have only very scanty earnings and consequently can only spend in proportion, the necessity of selling cheap, if one wants to sell, is evident. Your tradespeople do not seem to have understood it.

"Furthermore, they do not advertise enough, or if they do, they do it badly, because they advertise as if they were addressing themselves to their fellow-citizens. I have often noticed myself, and especially during my last stay in China, that your prospectuses, your posters and your advertisements were written in Chinese, not at all for the Chinese public, but for the foreign colonies, in English, in French, in German. And what is the commercial importance in China of the foreign colonies? On the contrary, your American, German and English competitors endeavor to reach directly the native consumer, especially the middle class one. It follows that your tradespeople transact no or very few direct transactions.

"Then your tradespeople do not go about enough in China. They really seem to be afraid of moving from the place they are anchored upon since generations. Most of the French firms are represented in China by German, American or English agents, having themselves commercial establishments of their own in our large towns. As you may well suppose, they encourage the Chinese customers to buy their national products, which are often made in mills or factories in which they have personal interest. They betray you shamelessly, and allow me to add that it is but justice, because your tradespeople display really too much lack of foresight and indifference.

"It would be necessary, if you do not want to disappear completely on the Chinese market before your foreign rivals, that your merchants, Chinese market cheap articles, not dearer than the similar English, American or Japanese objects. They would quickly impose themselves if you maintained them the qualities of elegance and finish which are the characteristics of the present objects of excessive prices.

"But, before all, it is indispensable that French tradespeople depart from their old-fashioned customs in transacting business in our country. In China, as in your country and still more, commercial markets are conquered by the energetic traveller and the commercial agent. If you want to figure there against your rivals, it is therefore indispensable that you send to China French commercial travellers speaking perfectly Chinese or at least English, furnished with a great choice of samples, and with very detailed handbills written in Chinese by Chinese specialists; and not by Parisian employees whose Occidental phraseology attracts smiles and suspicion from the Chinese customer.

"It is mainly in the South-East and in the Northern regions, near Peking, and in the vicinity of the Tonquin frontier, that your products will chiefly succeed.

"The greatest demand is for genuine or artificial pearls. Some American manufacturers of artificial pearls have already acquired thousands of customers. Why should not your French firms do the same? In recent years it would not be difficult for you, if your prices became reasonable, to assert the superiority of your own factories, moreover, leather, wines, especially champagnes, and cognacs, hanging papers, which are exceedingly liked by my countrymen; but here again, they ought to respond to Chinese taste, and it would be necessary for this at before making these papers enquiries were made on the spot about the Chinese taste, books, articles on Paris, baskets.

"Another necessary thing for your tradespeople would be for them to accustom themselves in granting even for small sums a very large credit. This last condition is indispensable if one wants to succeed in China; without doubt the American and German tradespeople are those with whom my countrymen prefer transacting business. Why? Because they are more supple, they know how to give way before personal situations and local customs. Furthermore, French people dislike transacting small business. They refuse going out of their way for a few francs, and will refuse if you demand you a numerous examples to be found in the world, is difficult. It may be called federation. It takes some more limited area and suggests a coming together of all the Christian agencies in that area. In face of the opposing forces of health-omnism, would there not, it says, be more satisfaction in knowing that you have fellow-Christian workers near at hand than in feeling that you are in union with brethren of your own denomination hundreds of miles away in some distant province of the same Empire? Here again the Shanghai Conference of 1907 has led the way by appointing a committee to promote the formation of a Federal

the last months, in the *Revue du Commerce et de l'Industrie*. May our manufacturers, tradespeople, consular agents, all our countrymen whom their official occupations or commercial interests call to live or travel in China, keep them to memory and think over them.—Henri Pozzi-Crespin in the *Revue du Commerce et de l'Industrie*.

COMPANY MEETING.

THE CHINA MUTUAL LIFE INSURANCE CO., LTD.

The twelfth annual meeting of shareholders and policy-holders in the China Mutual Life Insurance Co., Ltd., was held at the new offices of the Company, 10, Canton Road, Shanghai, on Monday, May 30th, 1910. There was a large attendance, and the Chairman (Mr. A. McLeod) presided. Amongst those present were Messrs. J. A. Wattie, J. H. McMichael (Directors), A. J. Hughes (Secretary), Zia Zeding, S. B. Niell, E. S. Davidson, A. Sles, W. B. Clayton, J. W. Fenton, S. E. Cameron, R. E. Scott, George Mosser, L. E. Cameron, R. E. Scott, C. Lawler, Palmer Lee, C. H. C. Platt, H. J. Clark, C. H. Smith, R. N. Anderson, E. Hooper, N. E. B. Ezra, E. A. Pugh, T. F. Morrison, Captain W. H. Dent, Messrs. R. T. Gayton, S. J. Williams, Major W. R. Thomas, J. F. Bromfield, S. J. Deeks, E. Baker, Drs. G. H. Groom (Medical Director), J. W. Ross, and G. H. Munroe-Horne, and many other policy-holders, shareholders, and agency representatives of the Company.

The CHAIRMAN said:—Gentlemen,—I feel specially honoured in being able to preside to-day at this our twelfth annual meeting of shareholders and policy-holders, as there are circumstances which must distinguish it from all other meetings previously held. The occasion will be chiefly memorable in that it is the first meeting that has been held at the Company's new home. It became known some two years ago that the prospective growth of the Company would necessitate larger and more commodious quarters specially adapted for the Company's needs, and this handsome building is the result of the foresight then shown. The old accommodation had become so very inadequate that we were compelled to remove to the new building even before its entire completion, as you will have noticed. What we should have done had we not decided to build, it is hard to say, it is doubtful whether suitable accommodation for so large a staff, and for the Company's voluminous records could have been otherwise obtained in all Shanghai. Even as it is, much of the building is being required for the Company's use than was anticipated, and if the same proportionate progress is maintained, only a few years will elapse before all the available space is occupied by the China Mutual alone. The occasion is also notable in that we have for the first time in our history a large and representative gathering of our Agency Managers in attendance. (Applause.) Lastly, and chiefly, this meeting is specially noteworthy in that the statement presented reveals a progress in all respects unexcelled in any previous year of the Company's history. New records have been established in new business secured, net increase in business in force, increase in assets, in income and in the Insurance Fund. This last item is of chief importance, as it represents the amount held for the security of policy-holders and for distribution as bonuses. You will see by the report that the increase in the Fund during the year amounted to Tls. 998,819.63, and if we include the other special reserve items the increase is Tls. 1,028,783.23, and the total Fund now amounts to Tls. 6,192,572.63. (Applause.) It will be seen, therefore, that the total insurance in force being Tls. 28,991,914, the Company has on hand in Reserves and Surplus Funds no less than Tls. 458 for every 1,000 of insurance in force. So large a proportion of Funds to Insurance in force, we believe, has never been attained by any other life insurance company in its twelfth year. A substantial increase in its twelfth year. The increase amounts to Tls. 369,542.97, or sixteen per cent. Last year I made the statement that that total income represented an average income for every day in the year of about Tls. 5,000. During the past year the average daily income has been over Tls. 7,230, an increase of Tls. 1,000 for each day in the year. (Applause.) The only other item in the report I wish specially to mention is the income from interest and dividends. This you will see by the report amounts to Tls. 375,369.52, being an increase of Tls. 103,276.91, or about thirty-eight per cent. This remarkable increase should be very gratifying to our policy-holders, as the rate of bonus paid by a Company depends very largely on the rate of interest earned on its investments. We have this year received a copy of the *Chronicle*, an insurance publication which gives a number of insurance statistics evidently taken from the last Board of Trade returns. Among these it is stated that the average rate of interest earned by all British offices is 3.9 per cent, and by Colonial offices 4.7 per cent. I am glad to be able to state for your information that the actual rate of interest earned by this Company during the past year on its entire assets invested, and not on the average, was 4.8 per cent, and on the annual amount invested, the average is, of course, considerably higher. In respect again we believe this Company occupies a unique position, as it is very improbable that any other life insurance company in existence can show as large a return from its investments, a statement which the data given in the *Chronicle* appears fully to justify. The nature of the Company's investments can be ascertained from the statement before you. (Applause.) Of the total sum invested, some 75 per cent. is in first mortgages on property in Shanghai; thirteen per cent. is in loans to our own policy-holders on the security of their policies; fourteen per cent. is in loans on stocks and shares; three per cent. is in Consols and other Government securities; eighteen per cent. is in Municipal and other Debentures; nine per cent. is in stocks and shares owned by the Company or eight per cent. is in real estate and buildings owned by the Company. There is nothing further in the report calling for special mention, which will be taken as read, and an opportunity given to those who wish to do so to ask any questions. (Loud applause.) There were no questions and the Chairman moved: "That the Directors report together with the accounts and balance-sheet for the year ended March 31st, 1910, as submitted to this meeting, be, and the same are, hereby accepted and passed."

Mr. A. WATTIE seconded the motion, which was carried.

The CHAIRMAN then moved: "That a dividend to shareholders be, and the same is, hereby declared of Tls. one per share, payable half-yearly on the first days of July and January next."

The motion, which was seconded by Mr. J. H. McMichael, was carried unanimously.

On the motion of Mr. S. KNOCKER, Messrs. G. H. & N. Thomson, chartered accountants, were appointed auditors for the ensuing year.

The CHAIRMAN moved, that Mr. W. B. CLAYTON seconded the motion that the retiring director, Mr. C. Stepien, be re-elected.

The motion was carried unanimously.

The CHAIRMAN was accorded a vote of thanks for having presided, and the meeting terminated.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.C. 6th Ed-Lieber's.

NEW ADVERTISEMENTS



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of PERCY RUSSELL, late of Harrington Hotel, Harrington Road, London, England, and formerly of Victoria, in the Colony of Hongkong, Bank Assistant, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probate Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in claims to or against the above Estate to the 6th day of July, 1910.

Creditors and claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 6th day of June, 1910.

J. H. KEMP, Official Administrator.

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PUBLIC AUCTION.

—BY ORDER OF COURT.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 8 of 1907.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION,

On FRIDAY,

the 17th day of JUNE, 1910, at 12 o'clock Noon, at their Sales Rooms, in Des Vaux Road Central, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTIES situated at Victoria, Hongkong, in 3 Lots or otherwise as the Auctioneers shall declare, with the approval of Joseph Housman Kemp, Esq., the Registrar of the Supreme Court of Hongkong, pursuant to the Order for Sale made in the above action dated 28th day of May, 1910.

LOT No. 1.—All that right or equity of redemption of and in all that piece of ground registered in the Land Office as SECTION B of INLAND LOT No. 1, Area 1,445 square feet. Term 999 years. On the said piece of ground are erected Dwelling Houses known as Nos. 19 and 21, Lyndhurst Terrace.

LOT No. 2.—All that right or equity of redemption of and in all that piece of ground registered in the Land Office as SECTION B of INLAND LOT No. 22a, Area 1,110 square feet. Term 999 years. On the said piece of ground is erected Dwelling House known as No. 78, Queen's Road Central.

LOT No. 3.—All that right or equity of redemption of and in all that piece of ground registered in the Land Office as SECTION B of INLAND LOT No. 129, Term 999 years. On the said piece of ground and on portion of SECTION B of INLAND LOT, No. 1, is erected Dwelling House known as No. 17, Lyndhurst Terrace.

The Property is subject to an Indenture of Charge and Mortgage dated 30th January, 1902, and made between CHAN YU CHIU of the one part and ABRAHAM JACOB DAVID of the other part and Registered in the Land Office by Memorial No. 31661, and to the sum of \$648,816.67 and interest at the rate of 8 per centum per annum adjudged to be due under the terms thereof.

For further particulars and conditions of sale apply to

MESSRS. HUGHES & HOUGH, Solicitors, or to

MESSRS. HUGHES & HOUGH, The Auctioneers, or to

REGISTRAR OF SUPREME COURT, Hongkong, 8th June, 1910. [743]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Barrett, will be despatched as above on or about 22nd inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 13th June, 1910. [744]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEAN, GULF, CONCENTRAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barham, carrying His Majesty's Mails, will be despatched for Bombay, &c., SATURDAY, the 25th June, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MALWA," 10,835 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the "R.M.S. 'ARABIA,'" due in London on the 11th August, 1910.

Passes will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent, Hongkong, 13th June, 1910. [1]

NEW ADVERTISEMENTS

KELLY & WALSH, LIMITED.

HAVE been Appointed SOLE AGENTS in the FAR EAST For the Sale of MAPS Issued by the GEOGRAPHICAL SECTION of H.M. WAR OFFICE. Specimens Always on View. Hongkong, 13th June, 1910. [741]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAIO. (Taking Cargo at through rates to Persian Gulf and Bagdad, also BANCALONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Baitto, will be despatched as above TO-MORROW, the 14th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents, Hongkong, 13th June, 1910. [4]

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day authorized MR. CHARLES GORDON STEWART

MAKIE to Sign the name of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co. Hongkong, 10th June, 1910. [734]

NOTICE.

THE Authority given Mr. P. R. F. CARTER to Sign jointly with Mr. C. ROBERTSON has lapsed, Mr. P. R. F. CARTER'S engagement with our Firm having expired on the 4th inst.

HERBERT DENT & Co. Canton, 6th June, 1910. [729]

NOTICE.

WE beg to inform our Esteemed Customers and Public that we have opened a NEW BRANCH at No. 5, D'ARVILLE STREET, lately occupied by Messrs. H. Rautoujee & Son, from This Day.

M. KAYAMALLY & Co., Milliners and Drapers (Late H. KAYAMALLY & Co.), Hongkong, 9th June, 1910. [735]

FOR SALE

FOR SALE.

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lignumvitae Steam Pile Driver, Diving Pump and Dress, Hand Grabs, Captain, Hand Winches, Driving Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Differing Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White-washing Machines, Canvas Sewing Machine, Patent Fire Escape "WELL'S" Light, "KIRSON" Light, Acetylene Lamps, Hand Pump, Theodolite and Levelling Staff, Ronso Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards;

Also

One 17 H.P. OIL ENGINE (Kyssech).

Apply to—

HUGHES & HOUGH, Auctioneers, Hongkong, 13th June, 1910. [595]

NOW ON SALE.

HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS.

PRICE ———— \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [64-168]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED

SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS. GIBBS & Co. Hongkong, 6th March, 1907. [38]

INTIMATIONS

NOTICE.

IN THE MATTER of the COMPANIES ORDINANCE No. 1 of 1865,

and

IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED,

In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of 4% will be paid to the Creditors of the above-named Company on SATURDAY, the 18th inst., between the hours of 10 and 12, and on any subsequent day during office hours.

H. PERCY SMITH, F.C.A., Official Liquidator.

PERCY SMITH & FLEMING, No. 5, Queen's Road Central, Hongkong, 9th June, 1910. [737]

NOTICE.

IN THE MATTER of the COMPANIES ORDINANCE No. 1 of 1865,

and

IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED,

In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a MEETING of the Creditors of the above-named Company will be held on FRIDAY, the 17th inst., at the Liquidator's Office, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, to receive a report of the course of the Liquidation and Accounts in respect thereof.

H. PERCY SMITH, F.C.A., Official Liquidator.

PERCY SMITH & FLEMING, No. 5, Queen's Road Central, Hongkong, 9th June, 1910. [738]

WANTED.

NURSE (European or Portuguese), for a Child 4½ years of age.

Please apply by letter to—

"R. B.," Care of "Daily Press" Office, Hongkong, 10th June, 1910. [735]

T. & E. BOOTE, LTD.

TILES.

THE Undersigned have now in Stock a Quantity of FLOOR TILES and White and Cream GLAZED TILES, particulars of which may be had on application.

GIBB, LIVINGSTON & Co., Agents, Hongkong, 27th May, 1910. [682]

NOTHING BETTER FOR THE SEASON! JUST RECEIVED: Ex ENGLISH MAIL.

STYLISH BATHING DRESSES and CAPS.

UNDERSKIRTS, assorted designs and Shades.

HANDKERCHIEFS, Ladies' and Gent's.

FRILLINGS, &c., &c., &c.

You will find our range INCOMPARABLE for Quality, Style, and Prices.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zealand Street, Hongkong, 10th June, 1910. [707]

CHEESE

MILD CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

TO LET

TO LET.

No. 71, CAINE ROAD.

Apply to—

SAM WANG & Co., No. 81, Queen's Road Central, Hongkong, 7th June, 1910. [725]

TO LET.

No. 2, ORMSBY TERRACE, Kowloon.

Cheap Rental.

Apply to—

SPANISH DOMINICAN PROCUATION, Hongkong, 30th May, 1910. [693]

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—

C. A. D'ASSUMPCAO, 75, Praya Grande, MACAO, Hongkong, 6th June, 1910. [719]

TO LET.

No. 10, ARBUTHNOT ROAD, Six-Roomed House, with a Small Garden.

Apply to—

E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 30th May, 1910. [694]

TO LET.

No. 155, PRAYA EAST, From 1st June.

OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply—Messrs. JARDINE MATHESON & Co., Ltd. Hongkong, 1st June, 1910. [706]

TO LET.

No. 14, SEYMOUR TERRACE, from 1st July.

Apply to—

COMPRADOE DEPT., Care of Messrs. GIBB, LIVINGSTON & Co. Hongkong, 7th June, 1910. [724]

TO LET

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1910. [90]

TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street.

Apply to—

MESSRS. PERCY SMITH & FLEMING, 5, Queen's Road, Hongkong, 2nd June, 1910. [440]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1910. [89]

TO LET.

GODOWNS in Holland Street and Douglas Lane, Kennedy Town.

Apply to—

CHATER & MODY, Hongkong, 10th June, 1910. [736]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

GODOWN D., in DUNDRELL STREET, a WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

ONE SMALL GODOWN, in DUNDRELL STREET.

No. 71, WYNDHAM STREET, ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

No. 3, LES VEAUX VILLAS, PRAY. Newly done up.

No. 9, BEACONSFIELD ARCADE (Shop). PREMISES at SHAMSHIN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE.—Ten Acres, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

WANTED.—FURNISHED HOUSE at PEAK, for 3 or 4 months. State terms, accommodation, and when available.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 1st June, 1910. [91]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 1st December, 1909. [474]

TO LET.

No. 7, CONDUIT ROAD, 4 Rooms, with Garden and Detached Servants' Quarters, Gas, Electric Light. From 1st June.

H. M. H. NEMAZEE, Hongkong, 24th May, 1910. [672]

TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.E.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des Vaux Road Central, "DARMOOR," No. 13, CONDUIT ROAD.

A HOUSE in RYTON TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trans stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June,

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA".
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex "Macedonia".
From Calcutta, ex "Syrin".
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

"GAZELLE".
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 8th June, 1910.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubatino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA".
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

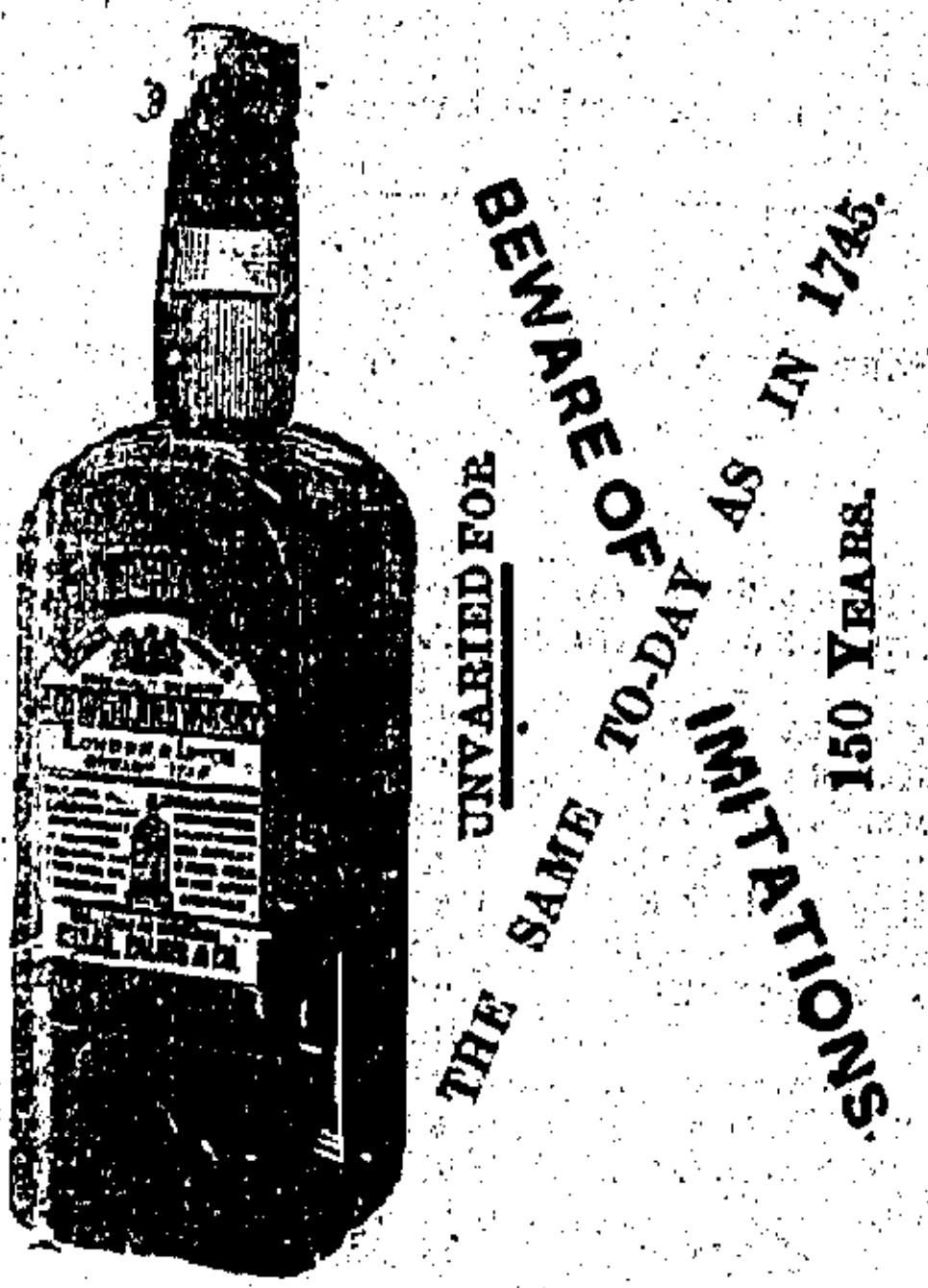
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 9th June, 1910.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd. who are prepared to Supply FRESH COAL straight from the Mine. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan".
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [629]

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HONO, NAMAZUTA, SAYO, SHINNEW AND KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO, KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GUNNING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong, Hongkong, 9th January, 1909. [574]

DINNEFORD'S MAGNESIA.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safest and most Effective Agent for Regular Use.

DINNEFORD'S MAGNESIA.

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]

These tiny Capsules—superior to Copalba, Cubeba, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name. (M.D.) Paris, 8, rue Vivienne Sold by all Chemists.

PAMPHLET ON INFANT FEEDING SENT FREE.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

BENGER'S FOOD.

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

For INFANTS, INVALIDS, AND THE AGED.

The "British Medical Journal" says: "Benger's Food has, by its excellence, established a reputation of its own."

BENGER'S NEW BOTTLE deals with the most common doubts and difficulties which others have to encounter. It is sent post free on application to Benger's Food, Ltd., 10, Abchurch Lane, London, E.C. 4.

Benger's Food is sold in tin by Druggists, etc., everywhere.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD. 593

THE KING AND THE VETERANS.

"I am commanded by the King to thank the survivors of the Light Brigade for their expression of loyalty and to tell them his Majesty hopes they may long live to celebrate their historical charge."

Thus read the telegram received from Lord Kitchener and read at the Balaclava dinner given in October, 1907, the "Last of the 600."

King Edward always took a heartfelt interest in the veterans of his army, and veterans are the veterans officers who have received marks of his royal favour.

In May, 1907, half a century after the historic events of the Crimea and the Indian Mutiny, the King, when at Sandringham, expressed a desire to see the survivors of those famous campaigns who were natives of the country of Norfolk.

Forty-five old soldiers were found sufficiently hale and hearty to undertake the journey to see their King. The men made a brave show as they formed up in line on the lawn at Sandringham, those who were physically unable to remain standing being accommodated with chairs.

The youngest was seventy, the oldest eighty-eight; yet they sprang to "attention" at the word of command and stood stock-still, as on parade in days long passed.

King Edward spoke, in turn, to each man, shook him cordially by the hand. There were heroes of Lucknow, of Cawnpore, and of Balaclava.

The last of the line was a splendid old man wearing a Mutiny medal. "Ah, Lucknow, I see," observed the King. "Yes, your Majesty, the Northumberland Fusiliers," was the reply.

"Well done, the Fighting Fifth, eh? I remember them." Then, with a final handshake, "So you have been in some hot places!"

This ended the review, and the King addressing the men collectively, said: "I am very pleased to see so many of you here looking so well and hearty. I hope that, although you are no longer young, you have some years yet remaining in which to enjoy this Norfolk air, and that I shall see you here on a great many future occasions!"

A simple incident which greatly pleased a group of Balaclava veterans occurred in 1902 when King Edward was passing in procession through London. At a point where the veterans were assembled the Queen drew his Majesty's attention to them, and the obvious pleasure with which the King saluted revealed the kindly thoughtfulness that endeared him to his people.

Much has been told of King Edward's life at Marlborough. In recent years he was generally seen there in a green felt hat of the genus known as Homburg. Daily his Majesty used to buy downers, sometimes just a rose for his own buttonhole, sometimes a basket of roses to send to some friend, and there was great rivalry among the shops for the King's patronage, and much sadness if he happened to leave unvisited one or more of the little booths on the promenade where are sold those fascinating trifles, includ-

STORIES OF THE LATE KING.

LITTLE INCIDENTS THAT REVEALED HIS PERSONALITY.

HIS FIRST COUNCIL.

"It was amazing," said a member of the Privy Council, after King Edward had made his first public appearance at St. James's Palace on the day following his mother's death, "the change which we all noticed in the King. The Prince whom we knew so well seemed to have disappeared. In his place there stood a new being, between whom and ourselves there had suddenly sprung an invisible but potent barrier. There was a dignity which we had never seen before, and we felt ourselves in the presence of a King."

On that day when he was proclaimed King he suddenly found himself invested in a single moment with all the attributes of sovereignty, from which he had all his life been so rigorously shut out. It is not much wonder that the effect of so instantaneous a change made itself visible even to every observer. He looked a King—yes, every king a King.

KING EDWARD AND PUNCTUALITY.

Nothing struck those whose privilege it was to come into close contact with King Edward more forcibly than his love of order, his intense self-mathematical habits. "He has a clock-like mind" was often said of him.

In other respects the most exacting of men, the King was always irritated by the punctuality. At Biarritz, for instance, his frequent expeditions by motor-car always started at the same time and concluded at a certain hour; though the route changed daily. When he went to the golf course he had to be served to the minute; when he played croquet it was only for a fixed time; and when he played bridge the game had to be concluded at a stated point.

King Edward used to get up at the stroke of the clock, spend just so much time over breakfast, start work at the same hour daily, finish it, if possible, about the same time.

THE KING AS A LINGUIST.

King Edward spoke with perfect fluency quite a number of European languages, and his remarkable success as a diplomatist was to a large extent due to his linguistic ability. The King spoke French as a Parisian and an anecdote has often been told which illustrates his perfect mastery of the French tongue. At a certain dinner there was an opportunity for the King and the French President—then M. Loubet—to exchange greetings between themselves and their countries. M. Loubet read his speech, but King Edward delivered a charming, breezy address also in French without a single note.

Thus, while M. Loubet had spoken in his own language with elaborate preparation, the English Sovereign spoke in impromptu French.

On numerous occasions the King, when the guests of the Kaiser, replied to his imperial nephew's cordial toasts in the German tongue, which he knew as thoroughly as the German Emperor himself.

At the age of sixty-one King Edward began to study that difficult language Hindustani, and with such success that at a review of Indian troops at Sandringham, Palace he addressed the soldiers fluently in their native tongue.

The possession of a really wonderful memory no doubt largely contributed to the King's ability as a linguist.

AN EFFECTIVE SPEAKER.

The excellent way in which the King delivered his Speeches; at the opening of Parliament will always be remembered. His voice was strong, compelling, and almost unrivalled in the two Houses for clearness and punctuation. There was nothing "preachy" about his intonation, and his accent was thoroughly and unaffectedly English. Queen Victoria had had her son taught elocution when he was very young. One day she inquired how he was progressing. "I regret to say," said the tutor, "that I cannot get rid of the Prince's German accent; and when he is older and has to speak in public the people will not be pleased with it." The Queen, therefore, ordered that the future King should give a daily reading before her in pure English.

Not only was the delivery of the King's speeches good, but many a time he proved himself a capital impromptu speaker, with the gift of apt expression.

THE KING AND THE VETERANS.

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VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Laisang* from Calcutta and the Straits left Singapore for this port on the 7th inst.

THE GERMAN MAIL.

The I.G.M. str. *Econ*, carrying the German Mails with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here on or about the 15th inst. p.m.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* from San Francisco on route to Hongkong will be dispatched from Yokohama on the 11th inst., and is due at this port on the 24th inst.

The P.K.K. str. *Tenyo Maru* left San Francisco on the 31st ultimo, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 28th inst.

The P.M. str. *Korea* left San Francisco on the 7th inst., for Hongkong, via Japan and Shanghai, and is due here on the 4th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coburn* left Sydney on the 4th inst. at noon, and may be expected here on or about the 26th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* arrived at Nagasaki at 7 a.m. on the 11th inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on the 13th inst.

MERCHANT STEAMERS.

The H.A. Line str. *Arabia* left Singapore on the 8th inst. at 6 a.m., and may be expected here to-morrow a.m.

The Mogul Line str. *London* left United Kingdom on the 4th inst. for Hongkong via Straits.

The Bank Line Ltd.'s str. *America* left Vancouver, B.C., on the 4th inst. for Hongkong via Japan ports.

The H.A. Line str. *Korona* left Singapore on the 8th inst. at noon, and may be expected here on the 15th inst. a.m.

The P. & O. S. N. Co.'s str. *Somali* left Singapore for this port on the 10th inst. at 10 a.m., and is due here on the 15th inst. at 8 a.m.

The O.S.K. str. *Panama* from Yokohama left Moji for this port via Manila on the 10th inst., and is expected to arrive here on or about the 21st inst.

The O.S.K. str. *Seattle* from Tacoma for this port via Japan and Manila on the 25th ult., and is expected to arrive here on or about the 6th prox.

SHIPPING IN PORT.

STEAMERS.

ALINE WOERNANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—Chinese.

ANNU, British str., 1,250, J. B. Harris, 29th May—Shanghai 25th May, General—Butterfield & Swire.

ASIA, British str., 2,936, Harry Gankroger, 6th June—San Francisco 10th June, General and Mails—P. M. S. S. Co.

BINTHWA, French str., 984, Chorionides, 3rd June—Saigon 29th May, Rice and Flour—Chinese.

BUJUN MARU, Japanese str., 1,304, Y. Fuseno, 29th May—Shanghai 25th May, General—Ogaka Shosen Kaisha.

CHINKIANG, British str., 1,229, Kay, 4th June—Saigon 31st May, Rice—Butterfield & Swire.

CRAGGIVAR, British str., 2,874, B. C. Edmonds, 30th May—Manila 26th May.

FAUSANG, British str., 1,410, H. Malkin, 28th May—Saigon 24th May, Rice—Jardine, Matheson & Co.

HAINEN, French str., 636, E. de Catalano, 7th June—Haiphong 4th June, Rice and General—Messageries Maritimes.

HANOI, French str., 639, J. Pannier, 10th June—Haiphong 8th June, General—A. B. Marty.

HINSHAW, British str., 1,536, A. G. Smith, 2nd June—Saigon 29th May, Rice and Paddy—Chinese.

HONGKONG, British str., 2,060, Hainsworth, 3rd June—Singapore 29th May, General—Order.

HUE, French str., 742, Pannier, 8th May—Haiphong 5th May, General—A. B. Marty.

HUPPER, British str., 1,205, Mathias, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

KAGA MARU, Japanese str., 900, Nakano, 10th June—Wakamatsu 2nd June, Coal—Mitsui Bishi Goshi Kaisha.

KIANG CHING, Chinese str., 1,002, A. F. Brismar, 5th June—Chinkiang 31st April, General—Tung Lee.

KUBICHOV, British str., 1,215, Hooker, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

KWANGLOO, Chinese str., 1,468, Leocorn, 7th June—Shanghai 3rd June, General—C. M. S. N. Co.

KWANLOO, British str., 1,228, P. Cole, 4th June—Tientsin 29th May, Salt—Butterfield & Swire.

LOYAL, German str., 1,237, R. Wagner, 1st June—Wakamatsu 26th May—Coal—Sander, Wieler & Co.

OMURO MARU, Japanese str., 1,770, E. Takagi, 30th May—Port Arthur 23rd May, Coal—Mitsui Bussan Kaisha.

PAKLAT, German str., 1,018, Jon. Wenzel, 6th June—Bangkok 30th May, Rice—Butterfield & Swire.

PEHUAPEN, British str., 1,065, Jas. H. Scott, 10th June—Saigon 6th June, Rice and General—W. P. S. S. Co.

SALAHADJI, Dutch str., 1,237, T. Reodcker, 1st June—Balik Papan 24th May, General—Asiatie.

SARIE BANDJER, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wilde.

SHANER, British str., 2,650, E. J. Pottinger, 7th June—Singapore 2nd June, Salt and General—Butterfield & Swire.

SINGORA, German str., 1,120, F. Minhwits, 8th June—Bangkok 31st May, Rice—Norddeutscher Lloyd.

SUTSANG, British str., 1,267, Picknell, 2nd June—Chingwantao 26th May, Coal—Jardine, Matheson & Co.

SUYBICK, British str., 4,011, Cowley, 4th May—Seattle and Manila, Flour—Doddell & Co.

TACOMA MARU, Japanese str., 3,350, H. Yamamoto, 8th June—Manila, P.I. 5th June, General—Ogata Shosen Kaisha.

TAMING, British str., 1,350, G. H. Pennafather, 10th June—Manila 7th June, Sugar and General—Butterfield & Swire.

WONGKOL, German str., 1,115, H. Hebertson, 2nd June—Bangkok 27th May, Rice and Timber—Butterfield & Swire.

YATSHING, British str., 1,424, S. G. Payne, 8th June—Bangkok 2nd June, Rice—Jardine, Matheson & Co.

YAWATA MARU, Japanese str., 2,703, H. B. Sakuma, 31st May—Moji 25th May, Coal—Mitsui Bussan Kaisha.

YUNNAN, British str.,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	1	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	BRONCO	Brit. str.	1	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 22nd inst.
LONDON & ANTWERP	DEWING	Brit. str.	1	Barrett	JARDINE, MATHESON & Co., Ltd.	About 22nd inst.
LONDON & ANTWERP	ARCADIA	Brit. str.	1	S. Barcham	P. & O. S. N. Co.	About 22nd inst.
LONDON & ANTWERP	SILVIA	Ger. str.	1	Forzelius	HAMBURG-AMERICA LINE	About middle of June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	1	Erdmer	HAMBURG-AMERICA LINE	About middle of July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SUEVIA	Ger. str.	1	Kotatz	HAMBURG-AMERICA LINE	On 19th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	1		HAMBURG-AMERICA LINE	On 3rd July.
HAYRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	1		HAMBURG-AMERICA LINE	On 17th July.
HAYRE & HAMBURG VIA STRAITS, &c.	MECKLENBURG	Ger. str.	1	Malchow	HAMBURG-AMERICA LINE	On 1st Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	YARBA	Ger. str.	1	Ristorcelli	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, COPENHAGEN & GOTHENBURG	CANON	Den. str.	1		MELCHERS & Co.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	1	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	1	K. Homma	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1	A. E. Mees	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	1	E. Malchow	MELCHERS & Co.	On 23rd inst.
NAPLES, GENOA, ALGERIA, &c.	E. F. FRED AND	Am. str.	1	B. Cobl	SANDER, WIELER & Co.	On 23rd inst.
BOSTON & NEW YORK	AMERICAN F. NOE	Am. str.	1		SHAW, TOMES & Co.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INVERCLYDE	Brit. str.	1	Alexander	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
NEW YORK VIA SUEZ CANAL	SUEVIC	Brit. str.	1		CANADIAN PACIFIC R. Co.	On 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1		CANADIAN PACIFIC R. Co.	On 25th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1		CANADIAN PACIFIC R. Co.	On 16th inst., at Noon.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	SUEVIC	Brit. str.	1	F. S. Cowley	DODWELL & Co., Ltd.	On 21st inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	1	S. Ishikawa	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TACOMA MARU	Jap. str.	1	K. Kawara	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
CALCUTTA, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	1	H. Yamamoto	OSAKA SHOSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	1	D. Lens	MELCHERS & Co.	On 18th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1	L. Dawson	MELCHERS & Co.	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	1	T. Sekine	NIPPON YUSEN KAISHA	On 8th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1	M. Tegi	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	1	M. Tegi	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	COLENE	Ger. str.	1	H. Bagger	MELCHERS & Co.	About 28th inst.
YOKOHAMA AND KOBE	NIKKO MARU	Jap. str.	1	M. Tegi	NIPPON YUSEN KAISHA	On 6th July, at Noon.
NAGASAKI, KOBE & YOKOHAMA	CHINHOV	Brit. str.	1	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & TIENTSIN	CHINHOV	Brit. str.	1	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHINHOV	Brit. str.	1	M. Courtney	JARDINE, MATHESON & Co., Ltd.	Beginning of June.
SHANGHAI VIA SWATOW	CHINHOV	Brit. str.	1	Neumann	HAMBURG-AMERICA LINE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ARABIA	Ger. str.	1	H. Rehm	MELCHERS & Co.	About 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BOON	Ger. str.	1	Sifford	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	SECHUEN	Brit. str.	1	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
SHANGHAI	HANGSANG	Brit. str.	1	A. G. Collett, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI	Brit. str.	1	Channel	MESSAGERIES MARITIMES	On 20th inst., P.M.
SHANGHAI	CHINHOV	Brit. str.	1	Fred. Pryor	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	CHINHOV	Brit. str.	1	Y. Furano	OSAKA SHOSEN KAISHA	On 23rd inst., at 10 A.M.
SHANGHAI, MOJI & KOBE	CHINHOV	Brit. str.	1	B. W. H. Snow	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	CHINHOV	Brit. str.	1	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 1st July, at Noon.
SHANGHAI	CHINHOV	Brit. str.	1	A. Pander	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI, KOBE & MOJI	CHINHOV	Brit. str.	1	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	On 22nd inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINHOV	Brit. str.	1	Richards	OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	CHINHOV	Brit. str.	1	W. C. Passmore	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI	CHINHOV	Brit. str.	1	Pennafether	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI	CHINHOV	Brit. str.	1	P. I. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
SHANGHAI	CHINHOV	Brit. str.	1	S. J. Rogers	SHAW, TOMES & Co.	On 18th inst., at Noon.
SHANGHAI	CHINHOV	Brit. str.	1	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
SHANGHAI	CHINHOV	Brit. str.	1	M. Mathias	BUTTERFIELD & SWIRE	On 17th inst., at 3 P.M.
SHANGHAI	CHINHOV	Brit. str.	1	F. Semill	MELCHERS & Co.	End of June.
SHANGHAI	CHINHOV	Brit. str.	1	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	CHINHOV	Brit. str.	1	E. Combes	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI	CHINHOV	Brit. str.	1	Belato	CARLOWITZ & Co.	Quick despatch.
SHANGHAI	CHINHOV	Brit. str.	1	J. B. v. Damme Jelink	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAINS	TO SAIL
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"ROON" Capt. H. Rehm	About 15th June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Thursday, 16th June, at Noon.
MANILA, YAP, SAMARAL, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lens	Saturday, 18th June, at D'light
YOKOHAMA & KOBE	"CABLENZ" Capt. H. Ragenen	About 28th June.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semill	End of June.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 9th June, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or about.
SUVERIC	6,232	F. S. Cowley	21st June.
KUMERIC	6,232	J. Mathie	5th July.
AYMERIC	6,232	J. Boyd	26th July.
SUVERIC	6,232	F. S. Cowley	23rd August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 13th June, 1910.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAINS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 20th June, P.M.
YOKOHAMA	"YARBA" Capt. Ristorcelli	On 21st June, 1 P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 4th July, P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Gironnet	On 5th July, 1 P.M.
MARSEILLES VIA PORTS		

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through tickets to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 9th June, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 25th June	"ALLEN LINE" FRIDAY, 22nd July
"EMPERESS OF INDIA" SAT., 16th July	"EMPERESS OF IRELAND" FRI., 12th Aug.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLEN LINE" FRIDAY, 2nd Sept.
"MONTAGLE" TUESDAY, 16th Aug.	
"EMPERESS OF CHINA" SAT., 27th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.
"EMPERESS OF INDIA" SAT., 17th Sept.	"ALLEN LINE" FRIDAY, 14th Oct.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.
The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers 245 245.
and 1st Class Railway 245 245.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
E.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CHADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE" will be despatched for the above Ports TO-MORROW, the 14th June, 1910. For Freight and Passage apply to ARNOLD, KAREBERG & Co., General Agents. Hongkong, 9th June, 1910. [550]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC."

FROM HONGKONG, ON SATURDAY, THE 13TH JUNE.

FOR VANCOUVER DIRECT.

To be followed by

KUMERIC 5th July.

AYMERIC 25th July.

SUVERIC 23rd Aug.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies. For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 13th June, 1910 [567]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE"

Captain Tomlinson, will be despatched as above on or about the 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st May, 1910. [700]

"INVER" LINE OF STEAMERS, LTD.

For NEW YORK VIA SUEZ CANAL.

THE Steamship.

"INVERCLYDE"

Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.

For Freight apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th June, 1910. [727]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM For

FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Beirut to Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain Cobl, will be despatched as above on TUESDAY, the 28th June.

This Steamship has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 1st June, 1910. [73]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN. ANG COLOMBO, PORT SAID and MESSINIA	BORNEO Capt. W. H. S. Hall	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. A. G. Cubitt, R.N.R.	About 16th June	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 23rd June	Freight and Passage.
LONDON via USUAL PORTS or CALL	ABOARDIA Capt. S. Barham	Noon, 25th June	See Special Advertisement.

For further Particulars, apply to

Hongkong, 13th June, 1910.

E. A. HEWETT,
Superintendent

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
SWATOW, AMOY & NINGPO CHEFOO & TIENTSIN MANILA SHANGHAI CEBU & ILOILO SHANGHAI SHANGHAI SHANGHAI	"SHANSHI" "KUBICHOV" "TAMING" "SZCHUEN" "KAIFONG" "CHINHUA" "CHENAN"	On 13th June, 4 P.M. On 14th June, Noon. On 14th June, 3 P.M. On 15th June, 4 P.M. On 17th June, 3 P.M. On 19th June, 4 P.M. On 23rd June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL"

AUSTRIAN STEAMERS have superior accommodation with Electric Light

throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the State-

rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"

"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout

and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai

direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze

and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. Telephone 36.

For Freight or Passage apply to—

HONGKONG, 13th June, 1910. BUTTERFIELD & SWIRE, AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
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SHANGHAI, YOKOHAMA and KOBE "NIPPON" Beginning of June.

MARSEILLES, COPENHAGEN and "CANTON" Middle of June.

GOTHENBURG

For Further Particulars apply to

HONGKONG, 21st May, 1910. MELOCHERS & CO., AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STAMERS	TO SAIL
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SINGAPORE, PENANG & CALCUTTA "KUTSANG" Monday, 13th June, Noon.

SHANGHAI via SWATOW "CHOYANG" Tuesday, 14th June, Noon.

SHANGHAI "HANGSANG" Thursday, 16th June, 4 P.M.

MANILA "YONGSANG" Friday, 17th June, 4 P.M.

MANILA "LOONGSANG" Friday, 24th June, 4 P.M.

SHANGHAI, KOBE & MOJI "NAMSANG" Friday, 1st July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for

Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to

HONGKONG, 13th June, 1910. JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

[14]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON

THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS

PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STAMERS	FOR	LEAVING.
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HAICHING" Capt. W. C. Pasmore { SWATOW, AMOY and { TUESDAY, 14th June, at 10 A.M.

FOOCHOW.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL

ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR

BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th June, 1910. [9]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, and COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, AKI MARU Capt. K. Honma, MISHIMA MARU Capt. A. E. Moses,	9,000 7,000 9,000	WED'DAY, 22nd June, at Daylight. WED'DAY, 6th July, at Daylight. WED'DAY, 20th July, at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiordhal,	7,000	SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	AWA MARU Capt. S. Ishikawa, INABA MARU Capt. K. Kawa,	7,000 7,000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 8th July, at Noon. FRIDAY, 5th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes,	5,000	TUESDAY, 14th June.
SHANGHAI, MOJI and Kobe	CEYLON MARU Capt. Fred. Pyne,	7,000	WED'DAY, 22nd June.
Kobe and YOKOHAMA	KAGA MARU Capt. M. Hagino,	7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	5,000	WED'DAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

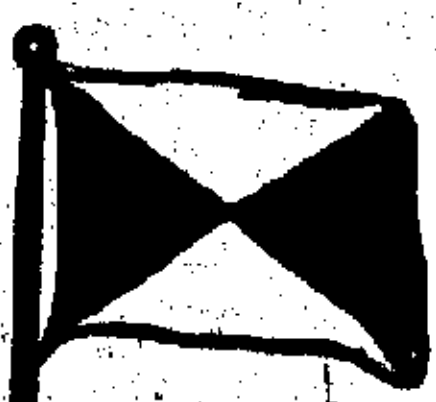
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,
MANAGER [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila	On 18th June, Noon.
RUBI	2540	A. Fraser	Manila	On 25th June, Noon.

For Freight or Passage apply to

Hongkong, 13th June, 1910.

SHEWAN, TOMES & Co.,

General Managers. [12]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKEING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR HAVRE & HAMBURG:
For SHANGHAI, KOBE & YOKOHAMA:	S.S. SUBVIA ... 19th June.
S.S. ARABIA ... 15th June.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. MECKLENBURG 1st July.	S.S. ARCADIA ... About end of June.
S.S. SCANDIA ... 14th July.	For HAVRE & HAMBURG:
S.S. SAXONIA ... 28th July.	S.S. WESTPHALIA ... 3rd July.
S.S. SPEZIA ... 12th Aug.	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SITHONIA ... About middle of July.
	For HAVRE & HAMBURG:
	S.S. ARABIA ... 17th July.
	For HAVRE & HAMBURG:
	S.S. MECKLENBURG ... 1st Aug.

Further Particulars, apply to—

Hongkong, 1st June, 1910.

HAMBURG-AMERIKA LINIE,

Hongkong Office. [11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES
S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

Hongkong, 31st January, 1910.

TOYO KISEN KAISHA, King's Building.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of June	JAVA	First half of June
TJIBODA S.	JAPAN	First half of June	JAVA	First half of June
TJILATJAI	JAVA	Second half of June	JAPAN	Second half of June
TJILIWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMAHI	JAVA	First half of July	JAPAN	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Hongkong, 7th June, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"TACOMA MARU" Capt. H. Yamamoto "PANAMA MARU" Capt. T. Agata	6,178	WED'DAY, 15th June, at Noon. WED'DAY, 29th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steers
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to
Shanghai in connection with the Nanking Exposition from June 1st, 1910.

First Class Cuisine. Superior Passenger Accommodation. Electric Light throughout.

The Newly Built Steamers "OSHOSHU MARU" and "BUJUN MARU" have First Class

Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

[708]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for the Far East—

16, DES VŒUX ROAD. Japan Office.

662] HONGKONG. 32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD. [537]

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